

Delaware and Hudson Canal Company
Excerpts from the Minutes of the Board of Directors Meetings
February 23, 1899--January 31, 1900

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Having read Delaware and Hudson Canal Company Minutes of Board of Directors Meetings (also meetings of subordinate committees of the Board of Directors and meetings of the D&H Stockholders), February 23, 1899--January 31, 1900 (meetings held in the Office of the Delaware & Hudson Canal Company, New York City), we have selected therefrom, for presentation here, data and facts that are important in the history of the Delaware and Hudson Railroad which are not generally known about the D&H or which are not reported in public or private documents or archives.

1) **New Saratoga Station to Be Built:** February 23 1899 meeting of the Railroad Committee (Mr. Hayes, Chairman, Messrs. Roosevelt, Tillinghast, Young and the President): "Regarding the matter of the Saratoga Station [destroyed by a fire], referred to this Committee with power by the Board at its meeting today, the following resolution was unanimously adopted: Resolved, That the plan of the location of the new station and rearrangement of the tracks, presented by Mr. Young, be and the same is hereby approved, and the officers of the Company are authorized to take the necessary steps to carry it out, and to erect a new station at an expense not to exceed one hundred thousand dollars (\$100,000)."

2) **D&H Will Help Miner's Widow Pay for Her House:** March 8, 1899: Special Meeting of the Board: "The President stated that a miner in our employ was accidentally killed while at work. He had purchased a house for \$700 upon which \$300 was still due. Friends of the widow were trying to raise that amount, and had appealed to the Company for a subscription. Upon motion, duly seconded, the matter was referred to the President with power, any amount contributed to be charged to the account set apart for such purposes by the stockholders."

3) **Appropriation of \$2,500 to Family of R. H. Brown:** March 29, 1899 meeting of the Board: "The President informed the Board of the death of Mr. R. H. Brown, Chief Engineer of the Company, and stated the action of the stockholders with regard to gratitude in cases of service of employees for a period of ten years or over, and that Mr. Brown's salary was \$5,000 per annum. Upon motion, duly seconded, an appropriation of \$2,500 was made for the family of Mr. Brown."

4) **Scranton Paymaster, H. F. Atherton, Dies and Is Succeeded by His Son, John:** April 12, 1899: Meeting of the Executive Committee (Mr. Roosevelt, chairman; Messrs. Tillinghast, Orr, and the President): "The President informed the Committee of the death, on the 3rd inst. of Mr. H. F. Atherton, for 30 years Paymaster at Scranton. Upon motion, duly seconded, and in accordance with the authority conferred by the Stockholders on the Board in such matters, the Committee voted to recommend an appropriation of \$2,000 to be paid to Mr. Atherton's family. It also voted to recommend the appointment of his son, Mr. John R. Atherton, as his successor at the same salary."

5) **Thirty Tons of Coal for Wilkes-Barre YMCA:** April 12, 1899: Meeting of the Executive Committee: "The President presented a request from the Young Men's Christian Association of Wilkes-Barre, Pennsylvania, for a renewal this year of the contribution of 30 tons of coal, which upon motion, duly seconded, was approved and recommended to the Board for adoption."

6) **Tribute to Paymaster H. F. Atherton:** April 26, 1899, Regular Board of Directors meeting: "The minutes of the Executive Committee meeting on April 12 were read and approved, and its recommendations with regard to the payment of \$2,000 to the family of the late Mr. H. F. Atherton and the appointment of Mr. J. R. Atherton as paymaster at Scranton, and contribution of coal to Wilkes-Barre YMCA were approved and adopted. / With regard to the death of Mr. H. F. Atherton, referred to in the minutes of the Executive Committee, the following minute and resolution was unanimously adopted: The Board has learned with great regret of the death on April 3, 1899, of Mr. H. F. Atherton, whose connection with the Company began on March 24, 1864, and who for more than thirty years has occupied the responsible position of paymaster of this Company's Pennsylvania Department. / So long a career of faithful and efficient service, during which large sums of money were disbursed with unfailing accuracy, calls for special recognition. The Board, therefore, desires to place on record its high appreciation of his many estimable qualities as a man, and to testify to the great value of his services to this Company. It also extends to the members of Mr. Atherton's family the assurance of its sincere sympathy in this time of sorrow and bereavement. / Resolved that this minute be entered on the Company's record and a copy sent to Mr. Atherton's family."

7) **D&H Managers Authorized to Lease or Sell the D& H Canal; New Corporate Seal Created:** May 31, 1899: "Upon motion, duly seconded, the following resolutions were unanimously adopted: Whereas, at a meeting of the Board held upon February 23, 1899, a resolution was adopted stating that it has become evident that the Company is able to fulfill its corporate purpose of opening and bringing to market a supply of stone coal which is found in the interior of the state of Pennsylvania more economically by rail over its own lines or other lines than by the Canal, and providing that the Company cease to operate its Canal: / And whereas, By act of the legislature of the state of New York thereafter passed, it was provided that it shall be lawful for the Company, and it is hereby authorized and empowered by vote of the Managers, to lease, sell or discontinue the use or maintain said Canal, or any parts thereof which, in their judgment, are no longer necessary for said purpose, therefore / Resolved, That it be referred to the President and the Railroad Committee, with power to make such arrangements, contracts or agreements as they may deem expedient, for the lease or sale of said Canal or any parts thereof and the property connected therewith. /

"The recent change in the Company's corporate title rendering it desirable that a new seal should be adopted, upon motion, duly seconded, the following resolution was unanimously adopted. /. Resolved, That the use of the present seal of the Company shall be discontinued as soon as the following described seal, which is hereby adopted as the seal of the Company, can be obtained: the words *The Delaware and Hudson Company* encircling a facsimile of the *Stourbridge Lion*."

8) **Cornell Steamboat Company and NYO&W Interested in Buying the D&H Canal:** June 6, 1899: Railroad Committee meeting (Mr. Hayes, Chairman; Messrs. Young, Willcox, and the President): "In pursuance of the power conferred upon the Committee at the last meeting of the

Board, authorizing it to make arrangements etc. for the lease or sale of the Canal or any parts thereof, the Committee met to consider a proposition from Mr. S. D. Coykendall, President of the Cornell Steamboat Co., to pay \$10,000 for the Canal between Honesdale and Rondout, including all its franchises, rights, privileges, etc., and to assume all legal obligations imposed on the Company by virtue of Chapter 469 of the Laws of 1899 of the State of New York. Inasmuch as these obligations, together with the taxes on the property, approximate an outlay of \$90,000.00, the offer was considered the equivalent of about \$100,000.00. / Mr. Willcox and Mr. Hayes each said that he had been approached by an officer of the New York, Ontario and Western Railway Company, requesting an opportunity to bid upon the Canal in the event of its disposal, and, upon motion, duly recorded, the Committee adjourned to Tuesday, 13th inst., with the understanding that Mr. Willcox would, in the meantime, communicate with the Ontario and Western."

9) D&H Canal Sold to Cornell Steamboat Company: June 13, 1899: Railroad Committee (meeting adjourned from June 6th): Mr. Willcox submitted correspondence between himself and Mr. John B. Kerr, Vice President and General Counsel of the New York, Ontario and Western Railway Co., relative to the disposition of the Canal, on which Mr. Kerr stated that at the present time his Company did not desire to acquire any of the property. / Mr. Hayes stated that he had verbally informed the executive officers of the Pennsylvania Coal Co. of the situation, who replied that their Company was not interested in the matter. / The President stated that he had spoken to the Erie Railroad with the same effect. / Upon motion, duly seconded, the following resolution was unanimously adopted:

"Resolved, That the proposition of Mr. S. D. Coykendall, President of the Cornell Steamboat Company, to pay ten thousand (\$10,000) dollars for the Canal between Honesdale and Rondout, including all its franchises, rights, privileges, etc., and to assume all legal obligations imposed on the Company by virtue of Chapter 469 of the Laws of 1899 of the State of New York, be accepted, and that the transfer of the property be made under the direction of the General Counsel of the Company."

10) D&H Canal Superintendent, L. O. Rose, Retires, with Pension: June 28, 1899: "The President stated that owing to the disposal of the Canal, Mr. L. O. Rose, Superintendent thereof, and in the employ of the Company between thirty-five and forty years, was rendered supernumerary, and recommended his retirement with a pension of \$150 per month: and upon motion, duly seconded, it was ordered to take effect from July 1st."

11) R. C. Blackall Named Consulting Mechanical Engineer: September 27, 1899: "The President further said that R. C. Blackall, our Superintendent of Machinery, was becoming infirm on account of advanced age, and that some provision should be made to relieve him from the onerous duties of his position. He alluded to the cordial relation which had always existed between him and all of his subordinates, the high opinion which his views commanded in his profession, and the great value which his services had been to this Company, through the very many years of his connection with it. Mr. Young suggested his appointment as Consulting Mechanical Engineer, with a salary of \$200 per month, to take effect from October 1st, which upon motion, duly seconded, was unanimously adopted."

12) Rondout Property for Sale at \$150,000: October 25, 1899: "The president stated that offers have been made for the Rondout property, which, although much less than its value, he thought might be increased to an amount that would make its disposal advantageous, considering the fact there appears to be no future for it in the hands of this Company, since the sale of the Canal, and that it is a source of expense for taxes. He suggested \$150,000 as a minimum price at which to sell. Upon motion, duly seconded, he was authorized to dispose of it for not less than that amount."

13) D&H President Authorized to Donate Up to \$2,000 to Building Fund for Binghamton YMCA: October 25, 1899: "Mr. Willcox presented a request from the Railroad Department, Young Men's Christian Association of Binghamton, for an appropriation toward a building to be erected at that place, at a cost of \$7,000, upon ground secured for that purpose, and moved that the matter be referred to the President, with power to contribute a sum not exceeding \$2,000, provided that the other roads entering at that point each contribute its share. The motion was seconded and carried."

14) Pullman's Palace Car Company to Assume All Obligations to D&H by New York Central Sleeping Car Company: November 29, 1899: "Upon motion, duly seconded, the following resolution was unanimously adopted: "Whereas the New York Central Sleeping Car Company has requested this Company to assent to an assignment to Pullman's Palace Car Company of its contract, which expires February 1, 1901, for the running of sleeping cars and drawing room cars on this Company's railroads and leased lines, and Pullman Car Company has offered to assume all obligations of the New York Central Sleeping Car Company thereunder: / Resolved, That the Company assents to such assignment, and the president is authorized to execute and deliver an agreement to that effect, in form approved by the General Counsel."

15) Coal Mined and Shipped and Net Earnings for 1899; Honesdale Branch to Open on or before February 1, 1900: January 31, 1900: "The President presented the following on the proposed text for the Annual Report of the managers for 1899, which upon motion, duly seconded, was approved and adopted:

"The result of the business of the Company for the year 1899 shows net profits amounting to \$2,990,846.24. The total output of coal for the year 47,665,203.11 tons, of which your Company produced 4,183,314.12 and transported for others 2,246,735.16. Net earnings \$2,990,846.24.

"Your managers are pleased to state that it has proved greatly to your interest to cease operating the Canal, and the enhanced earnings are due to a great extent to such action. The change in the Gravity Road [roadbed modifications and additions, and change from Gravity gauge to standard gauge] has been carried on, and it will be ready for operation as a standard gauge road on or before the first of February. Such changes will doubtless tend to decrease the cost of bringing coal to tidewater."

16) Expenditures Authorized by Railroad Committee for 1900: January 31, 1900: Railroad Committee (Messrs. Hayes, Chairman; Roosevelt, Tillinghast, Young, and the President): "The Committee took up the consideration of the budget referenced to by the Managers today. After due consideration, the following items of estimated expenditure were authorized, the same to be charged to 'Construction Leased Lines':

Pennsylvania Division: New interlocking at Lookout Junction, Carbondale, \$2,500.

Susquehanna Division: Enlargement of terminal facilities on Van Rensselaer Island, South Albany, including construction of new slip to accommodate vessels of deep draft, including tracks connecting therewith, \$69,100. / Reducing excessive curvature on S&D Branch in vicinity of Duanesburg station, \$16,500. / Engine coaling trestle and cinder pit at Binghamton, \$20,000. / New passenger station, Cobleskill, \$7,500.

Saratoga Division: New passenger stations: Ballston (\$12,000), Fort Edward (\$9,500), Cambridge (\$8,000), Saratoga (\$50,000); Interlocking plant at Waterford Junction (\$5,000); Interlocking plant at High Street, Ballston (\$4,200)."

(To be continued.)